

# THE PUGET SOUND ROCKET

## Newsletter of the Puget Sound Olds Club

An Official Chapter of the Oldsmobile Club of America

May 2015



**Wagons Ho!!** Last month we announced in this space that LeMay-America's Car Museum opened their display of station wagons. The '50 Olds 88 wagon pictured above has been a permanent feature since the museum opened. The April issue of *Journey With Olds* is also featuring the Olds Vista Cruiser Wagons. This would be a great opportunity to see perhaps the largest display of station wagons ever assembled in one place in the Pacific Northwest. The museum has also updated their Route 66, "The Mother Road" display.

The collection of station wagons can be seen daily from 10am to 5pm. Admission is; Adults \$16; Seniors \$14; Age 6 to 12 - \$8; under 5, free.

If there is an interest in arranging a group tour of the museum and this great exhibit of station wagons, please let your editor know.

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May 2015

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2015  
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**OCA BOARD MEMBERS**

No Zone Reps at this time

**PSOC Website:**

[www.pugetsoundoldsclub.org](http://www.pugetsoundoldsclub.org)

## President's Message

PSOC Members,

The month of May is here and so is cruising season! Chapter member, Ken Thompson has been contacted by the Horseless Carriage Club with an invitation to join them on May 3 at the Puyallup Elks for their annual breakfast followed by a tour to Hobart. Last year a number of our members attended this breakfast and tour. It was a great time. Look for details on the Member Page in this newsletter.

This past Sunday, Pam and I journeyed to Graham to the home of member Jim Long. Jim has graciously offered his home and grounds for the August chapter meeting. This is a meeting that you will not want to miss. If you like viewing cars getting ready for restoration, you will not be disappointed in what you see. We will be bringing you more details in the June newsletter.

The Portland Swap Meet was extremely well attended with a number of Olds for sale at "Barrett-Jackson" prices. The only problem was they were not in show quality condition. It is apparent that the "TV Auctions" are making an impression on what the public believes a car is worth. It's too bad that they are not in the same condition as those crossing the auction block.

The Monroe Swap Meet is just a few weeks away and your editor will be in the "Sheep" building, as usual. If you can, stop by and say hello.

*Shine your Olds and join us!*

**Ed Konsmo**

President

**DEADLINE FOR SUBMITTAL TO THE NEWSLETTER:**

Information to be considered for submittal in to the newsletter needs to be received by the 25th of the month. Please send your information as an e-mail or attach it to your e-mail in word document form. If you have problems or questions, call Ed or Pam at 253-845-2288. Please e-mail your submittal to: [ekonsmo@msn.com](mailto:ekonsmo@msn.com)



## “BETWEEN THE BUMPERS” ... By Ed



### TIME AND GENERATIONS CONVERGE ON TWO WOODIE WAGONS

By: Benjamin Preston (This article is not about an Oldsmobile, but a restoration)

There are plenty of people who say that young people aren't interested in old cars anymore. The older crowd that forms the bulk of attendees of many summertime car shows would certainly confirm that assumption. But there's at least one man who has ten examples of why that isn't true. Dave Westrate, a 72-year-old retired D.E.A. agent from Oakton, Va., has ten grandchildren between the ages of 6 and 17, all of whom are helping him restore his second 1939 Ford woodie wagon. He said he finished a 7-year restoration of the first one, a standard model, on his own about 15 years ago. This time, he has help, and they aren't just watching him do the work. "Working on this car is a great way to interact with them," he said. "We split the car up and made assignments for all the grandkids to have a part in the process. "Mr. Westrate requested that the names of his grandchildren not be published, but he gave examples of what sorts of responsibilities he had farmed out to them. One grandson was assigned to the engine, transmission and paint; another to the car's rear end; two of the girls are responsible for the dashboard, instruments and clock; another of the boys has the steering wheel, horn and brake lights; two sisters are on grille, upholstery and window duty; and the remaining three of his apprentices are divided up among other parts of the car, including gluing finger joints between wooden body pieces Mr. Westrate made in his garage and at a woodshop across the Potomac River, in Maryland. "They're all into it," he said, explaining their enthusiasm for the project. A couple of the teenagers even accompanied him, in the standard, to a car show in Fairfax, Va., over the summer. "They seemed to enjoy themselves. "The car Mr. Westrate and his grandchildren are restoring is a deluxe model 1939 Ford woodie wagon, and getting it to the same level of perfection as his standard wagon – which has won the Early Ford V8 Club's prestigious Dearborn Award every year since he started showing the car – has taken, and will take, a lot of work. The most difficult part about restoring these cars, he says, is the woodwork. Most unrestored woodie wagons are in pretty rough shape. Mr. Westrate says that his certainly were when he bought them. "When they sold these vehicles, Ford recommended that you sand and varnish the body every year." he said, "But who would do that? That's why there are so few of these vehicles left. "Unlike popular steel-bodied cars, where body parts can be ordered through a catalog, restoring wood-bodied Ford wagons has involved selecting the right wood – high in quality and properly dried – and custom-shaping each piece. Mr. Westrate stressed that every piece has to be worked patiently and

carefully if it's going to fit correctly. The door posts and rear arches, for example, are complex pieces – finger jointed and curved. Any flaw would mean body gaps and doors that don't close correctly. "You may have one flat surface to reference everything else off of, so it's extremely difficult," he said. As the deluxe slowly takes shape in Mr. Westrate's garage, the gleaming standard sits next to it; a testament to the power of patience and attention to detail. When its doors are closed, the latches close with the sort of gratifying click that signals perfection. Many restorers say to would-be inductees into their very expensive and time-consuming hobby that they should start with a car about which they are passionate. Losing heart mid-project is disadvantageous, to say the least, as the profusion of ads for low-priced, half-finished project cars can attest. They seem to scream, "My mistake, yours cheap!"

But Mr. Westrate said he sort of stumbled upon the woodie hobby about 20 years ago. He had been assigned to the D.E.A. Training Academy, in Quantico, Va., and wanted to buy a pickup truck for the 70-mile roundtrip daily commute. It was while truck shopping that he and his wife saw the standard at a used car lot in Leesburg, Va. "We both really liked the car," he said, adding that he had never been into classic cars or restoration before that. "When we went to get it and drive it home, the brakes on one side of the car stopped working."

That, he said, led to a peeling back of layers, so to speak, and his foray into the restoration hobby. It became less about the car than about the challenge of recreating something complex that had been built relatively easily in a factory decades earlier. "Part of the fun of it was learning how to do that stuff; the mystery of it," he said.

The deluxe came a couple years later, when, already infected with woodie fever, he found the car advertised in Woodie Times magazine. A retired mechanic from the submarine yard in Groton, Conn., was selling the car along with a number of custom-made wood-cutting jigs and tools. "That's where I got the tools to work on the standard," Mr. Westrate said.

Over the seven years it took to complete the standard, he said he accumulated a pretty robust network of parts sources. There was a hardware supplier named Ed Clarke, in New York, who called himself a "woodieologist." Mr. Westrate got his floor pan pieces from a Boston-area outfit called Precision Coachworks. There were others, of course, including the high-end wood shop in Chantilly, Va., that typically sold wood used to build gun stocks and musical instruments. By the time he began work on the long-dormant deluxe, the age of the eBay parts hunt – which hadn't really existed when he began his first restoration – had reached maturity. But Mr. Westrate said he didn't use eBay to find parts for either car. "I'm not opposed to it, but I've

really never had to look there," he said. "Having done the standard, I already had the sources Clarke, in his 80s, is retiring. The head of the Boston floor pan connection died this year.

But Mr. Westrate will press on, keeping his grandchildren involved every step of the way. Slowly, the deluxe, one a rusted hulk with a pile of rotten wood on top of it, is taking shape next to the already-finished standard. With the floor pan and chassis nearing completion, he has assigned each of the teenage boys in the group one of the car's five doors. Many of the wooden body pieces have been roughed out, fined-tuned, fit-tested and fine-tuned again. Others are still taking shape.

Over the winter, he plans to put the body together. By summer, he hopes to get to the mechanical components.

"You can't rush it," he said. "It all takes time."



**OLDSMOBILE CLUB OF AMERICA**  
**PUGET SOUND CHAPTER**  
**2015 MEMBERSHIP RENEWAL**

NAME: \_\_\_\_\_

SPOUSE'S NAME: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP CODE: \_\_\_\_\_

\_\_\_ Check here if this is an address change

HOME PHONE: (\_\_\_\_) \_\_\_\_\_

E-MAIL ADDRESS: \_\_\_\_\_

BIRTHDAY      MONTH \_\_\_\_\_      DAY \_\_\_\_\_

SPOUSE          MONTH \_\_\_\_\_      DAY \_\_\_\_\_

**\$15.00 annual dues payable.** Make checks payable to Puget Sound Chapter and mail to:

**Kathi Straw**  
**PSOC Membership Chairperson**  
**P.O. Box 82042**  
**Kenmore, WA 98028**

**Please assist us in updating our roster by listing your current Oldsmobile(s) below:**

1) YEAR \_\_\_\_\_ MODEL \_\_\_\_\_ COLOR \_\_\_\_\_

2) YEAR \_\_\_\_\_ MODEL \_\_\_\_\_ COLOR \_\_\_\_\_

3) YEAR \_\_\_\_\_ MODEL \_\_\_\_\_ COLOR \_\_\_\_\_

4) YEAR \_\_\_\_\_ MODEL \_\_\_\_\_ COLOR \_\_\_\_\_

5) YEAR \_\_\_\_\_ MODEL \_\_\_\_\_ COLOR \_\_\_\_\_

Please print this form and mail to Kathi Straw

## LET'S GET PERSONAL

# May Birthdays

<i>Date</i>		<i>Lives In</i>
<b>14</b>	<b>Fred Steik</b>	Renton
	<b>Gary Johnson</b>	Mt. Vernon
<b>16</b>	<b>Matthew Kerns</b>	University Place
<b>31</b>	<b>Michael Thompson</b>	Bow

*We are still in need a Host for October –  
please let me know if you can help. Thanks to all. Pam*

### **UPCOMING CLUB MEETING HOSTS \* 2015 MEETINGS**

*May – Ken Thompson*

*June – Hugh Russell*

*July.....Zone Show*

*August - Jim Long*

*September – Ned Peterson*

*October - **can you help with this month?***

*November – Nina & Jim Rogers*

*December....Christmas Party*

*\*Host provides refreshments*

# OLDSMOBILE CAR SHOW

30<sup>th</sup> Annual Pacific Northwest Zone Show & Picnic  
Hosted by the Puget Sound Chapter, Oldsmobile Club of America



## Saturday July 11, 2015 10:00am-3:00pm

Country Village

23718 Bothell Everett Highway, Bothell WA 98021

Dash Plaques Trophies People's Choice Awards Raffle Prizes

**Entry Fee \$15.00 pre-registered (7/4) \$20. Day of Show (2<sup>nd</sup> car free)**

Please make check payable to: Puget Sound Chapter OCA

P.O. Box 82042 Kenmore WA 98028

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ St \_\_\_\_\_ Zip \_\_\_\_\_

Email address \_\_\_\_\_

Phone \_\_\_\_\_

Car: Year \_\_\_\_\_ Body & Model \_\_\_\_\_

Car: Year \_\_\_\_\_ Body & Model \_\_\_\_\_

For further information contact Ed or Kathi Straw 425-485-3093 ekstraw@comcast.net

***FIRE EXTINGUISHER IS REQUIRED WITH YOUR CAR***

## MEMBER NOTES & CHAPTER INFO

This page features notes of interest for and about our members. If you have something interesting to report, please send an e-mail to your editor at [ekonsmo@msn.com](mailto:ekonsmo@msn.com), or call and leave a message, 253-845-2288.

### **Did you forget to renew your membership?**

If you did forget to send in your 2015 chapter membership, in this newsletter on page 6 you will find a chapter membership application. Will you please take a moment, fill it out and mail it to Kathi along with your check? Chapter dues are still only \$15. Thank you.

\*\*\*\*\*

### **MEETING TIME REMINDER!**

The May 3 meeting will be at the Newport Way Library at 1 PM.

### **Horseless Carriage Breakfast/Tour**

WHEN: Sunday May 3, 2015, 9 am.

WHERE: Puyallup Elks Lodge - 314 27<sup>th</sup> St NE, Puyallup, WA 98372

Leave 10:30 am touring to Hobart, viewing collector's cars.

ON TO PUGET SOUND ROCKET MEETING 1 PM NEWPORT WAY LIBRARY.

### **Annual Zone Show**

Zone Show Flyer is on page 8 – Print one and get your entry in early!

We want to make our 30<sup>th</sup> Annual Show one of the best ever and if you are there...it will be!

# CHAPTER MEETING MINUTES

## OLDSMOBILE CLUB OF AMERICA PUGET SOUND CHAPTER April 12, 2015

### MINUTES

- President Ed Konsmo convened the meeting at 1:10 pm. 18 chapter members and guests were present.
- Treasurer, Kathi Straw reported that the chapter finances are in order. Dues for 2015 are continuing to come in.
- Welcome Jim Edwards. Jim is considering joining the chapter. He has '69 Cutlass.
- We still need a volunteer for the position of chapter secretary.
- Ed K. reported that after discussion with the Buick Club officers the proposed Port Townsend cruise will not take place this year. Due to the number of meets that the Buick Club has scheduled there is not a date that would work for them. Instead, our chapter will concentrate on the Zone Show in July and the BOP meet in Issaquah on Aug. 30.
- The Zone Show on July 11 will begin at 10 am with volunteers suggested to be at the show grounds at 8:30am.
- The OCA has requested an ad in the 2015 Nationals Program. Erik Martinson moved that we place a \$50 ad. Motion passed. Pam will create and send the ad.
- Kathi Straw reported that the new chapter web page is now active. She suggested that members check it out.
- Jim Rogers reported that his '60 Olds is FINALLY out of the shop. The heads on the engine were repaired after many attempts and large sums of money. However, Jim now needs to find out why the air bags do not work.
- The meeting adjourned at 2:15 pm.
- **Meeting minutes by Pam.**

## Here's My Ride...America's Most Popular Car- Olds Cutlass



### Feature Article from Hemming's Classic Car

August, 2010 - [Matthew Litwin](#)

It started automotive life innocently enough in 1961. An upscale model within a new line of compacts designed--in part--to stem the rising tide of cheap, economical imports, while stealing sales away from Rambler. Not coincidentally, production of excessively large, mid-priced cars had been foundering since the late Fifties. But this humble start for Oldsmobile's Cutlass belied its eventual impact; the badge had longevity on its side, becoming the most popular car in America in the process. Its secret recipe for success was an open book for decades: Put simply, it was the biggest bang for the buck, in the right size, with a face that everybody loved.

Looking back, the Cutlass might not have ever made it past the design phase--Oldsmobile's general manager, Jack Wolfram, along with his Buick and Pontiac counterparts, was initially opposed to the idea of a compact car--had it not been for Fisher Body's agreement to modify the existing unit-body Corvair platform; that and a little push from

the General Motors front office got the project off the ground. With the wheelbase stretched to 112 inches, providing room for a conventional water-cooled engine, development costs associated with the Corvair were eased when the revamped platform was sent to GM's Buick, Oldsmobile and Pontiac divisions. For the Lansing-based automaker, the new Oldsmobile F-85 model broke the long-standing tradition of the three-tier system.

The Cutlass badge was available only in the deluxe trim level as a two-door sport coupe; a total of 9,935 were assembled that first year. Just like the other F-85 Deluxe models, the Cutlass was two feet shorter than any other Oldsmobile, yet the interior was roomy and well appointed. Although the Corvair shell had clearly been revamped to accept nearly flat glass, in profile, the new compact was low and sleek when compared to the upright Rambler. It also featured a smaller version of the Dynamic 88 grille, recessed into a body that had deep and stylish side sculptures, which added a touch of delicacy.

Additionally, the F-85 (and Cutlass) boasted V-8 power, thanks to borrowing Buick's freshly designed all-aluminum 215-cu.in. V-8 engine. Oldsmobile, however, opted to forego using Buick's cylinder heads and instead engineered heads of its own design, featuring wedge-shaped combustion chambers and larger valves. Combined with a few other internal adjustments and a two-barrel carburetor, the 350-pound engine produced 155hp. Costing just over \$2,750, the Cutlass was competitively priced against V-8-powered, four-door Ramblers.

Though it seemed as if little changed visually during the transition to the 1962 models, designers added a Cutlass convertible to the F-85 line, sales of which nearly matched the entire Cutlass output during the 1961 model run. There were two other factors that likely had a helping hand in increasing Cutlass output by 23 percent: The base price of the coupe was lowered by \$55, and engineers were able to wring 30 more horsepower from the compact 215-inch engine--another 10hp if the automatic transmission was installed.

In addition to these positives, Oldsmobile eagerly embraced a complete re-skin of the unit-body chassis, the proposal for which came from the Pontiac design studio. As a result, the original swoopy lines were replaced by a cleaner, more traditional slab-sided body design, which was stretched another four-plus inches, severing what was left of the car's original ties to the Corvair. But unlike its corporate cousins, the Cutlass retained the 215 engine as its sole offering.

Cutlass production rose to 53,492 convertibles and coupes combined, but overall, the F-85 ranked last among the domestic compacts. The turning point came in the form of Chevrolet's new intermediate: Chevelle. Eager to share the development expense once again, the B-O-P compacts quickly ditched their unit-body past in favor of the new A-body platform, which would lend itself to modern design and conventional engineering at a moment's notice. It was an instant success.

For the next four years, the Cutlass witnessed an explosion of production, aided first by the fact that the model had been elevated to its own trim level in 1964, and then separated from the F-85 series by 1967. In an effort to appeal to the economy-minded buyer, the Cutlass could be had with a V-6 engine, which was later supplanted by a straight-six power plant. Six-cylinder sales figures were understandably lower than Cutlass models powered by a series of V-8 engines--with ever-increasing horsepower ratings--that continued to lure traditional Oldsmobile customers.

This period of Cutlass development was also marked by the introduction of the famed 4-4-2 muscle car. Tapping into the growing youth market, hundreds of these privately owned "supercars" (as they were known) were competing at local quarter-mile drag strips in their quest for bragging rights; it didn't hurt sales when a few factory-backed cars began knocking down NHRA records. Factory-produced hood louvers in 1966-'67 added to the go-fast appeal. For 1967, the 4-4-2 was available only within the new Cutlass Supreme series, which was offered in five body styles. With another redesign on the horizon, Cutlass sales as a whole rocketed to 202,399 units.

When the third-generation Cutlass hit showroom floors in 1968, the A-body had undergone sweeping changes. All four-door models in the Cutlass series were now riding on a longer 116-inch-wheelbase chassis, while two-door models were given the Cutlass S designation on a shorter 112-inch wheelbase platform. This restyled body, with a long hood and short deck, was certainly sleeker than the previous incarnation; it has since become the most popular body style among GM A-body collectors today, no doubt aided by the muscle car boom in recent years.

A step up from the Cutlass/Cutlass S was the Cutlass Supreme. Available in three body styles, its sub-\$3,000 price tag (except for the \$3,057 four-door Holiday hardtop) was considered the ultimate in affordable luxury among the intermediate competition. More plush than a Chevrolet and cheaper than a Buick, it was also powered by a new 350-cu.in. small-block V-8 that was rated at 310hp, an engine that was optional in lesser Cutlass models. As for the 4-4-2, it was moved to its own series in 1968.

From 1968-'72, the Cutlass pecking order didn't change much, though the number of body styles available in each series was shuffled, and eventually reduced across the board. For instance, by 1970, a convertible was available only in the Supreme series, while a more affordable muscle car--the Rallye 350--could have been ordered on Cutlass S and F-85 coupes. Meanwhile, by 1972, the Cutlass S offered only two body styles. At the conclusion of the 1971 model year, the famed 4-4-2 was no longer its own series, stymied by a combination of emissions-era restrictions and growing insurance costs.

Mild updates kept the line fresh in the eyes of buyers, while the average Cutlass MSRP climbed from \$2,862 to \$3,209. Through it all, Oldsmobile jumped from 7th in the industry in 1968 to 3rd by the end of 1972.

The five-year lifespan of the colonnade era is still a hotbed for debate among those in the car-collecting hobby. Those who speak out against it often point out issues that seemed to plague the cars--namely, rust and build quality--while those who remember them with fondness will point out their dramatic, if not altogether slippery, design, which redefined the term "personal luxury." While crash-mandated bumpers, OPEC and smog controls dominated the news, when you slipped into a richly appointed, stylish Oldsmobile, the world was suddenly miles away.

Just how remarkably popular was the Cutlass in 1977? A total of 242,874 Cutlass Supreme two-door coupes were produced. In fact, production had risen sharply during this supposedly down period in domestic production, from 298,877 in 1972 to a staggering 632,742 Cutlass models in 1977; this was Oldsmobile's high-water mark, which also saw total model-year production surpass one million units.

As the Seventies were coming to a close, the colonnade-based Cutlass began to stir things up in NASCAR. Teams that had been piloting Monte Carlos around the speedways switched to the aerodynamic 1977 Cutlass S coupe on

the superspeedways, where cutting through the wind was critical to achieving higher speeds. Perhaps the most famous of Oldsmobile's wins was Richard Petty's victory at the 1979 Daytona 500.

Ironically, while Oldsmobile was tearing up the track and gaining widespread popularity, General Motors had begun downsizing its fleet of cars for the 1978 model year. The Cutlass name was moved to the new G-body platform, which sported a 108.1-inch wheelbase. Its smaller size didn't deter the buying public: Production soared above 500,000 in 1978-'79, and remained well above 450,000 in the following two years. Aiding those figures was a resurgence in V-6 technology, while the hallmarks of Cutlass build quality remained true to their heritage.

All good things come to an end, however. After 39 continuous years of production, the Cutlass--and its variations in name--was phased out after the 1999 model year.



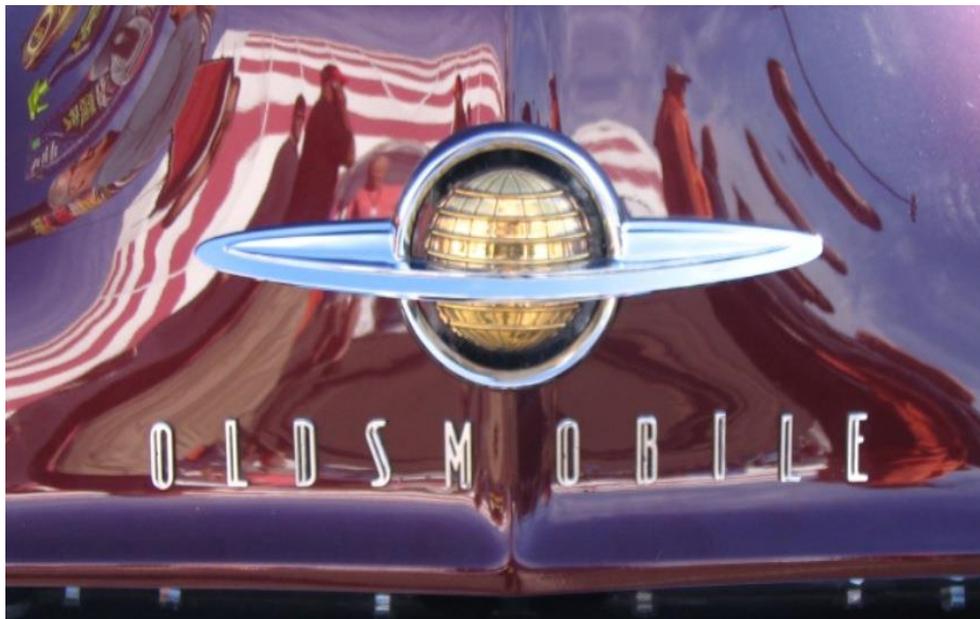
## Swap Meets & Shows to attend in May

**The swap meets and shows are selected based on convenient locations.**

- MAY 2**      **Burien, WA; Classy Chassis Car Club of Burien Cruise Inn**  
Puget Sound Park, 148 SW 126 Street, Burien, WA 98168; 3pm – 6pm;  
No Adm. Fee; No Reg. Fee; Classy Chassis Club of Burien; 206-304-8768;  
[Classychassisclubofburien@gmail.com](mailto:Classychassisclubofburien@gmail.com);
- MAY 7**      **Bremerton, WA; Cool Car Cruise**  
Shari's Wheaton Way East Bremerton, 4220 Wheaton Way, Bremerton, WA  
98310; No Adm. Fee; No Reg. Fee; Cool Car Cruise; [muhleman@hotmail.com](mailto:muhleman@hotmail.com)
- MAY 9**      **Puyallup, WA; 6<sup>th</sup> Annual Viking Motorsports Car Show**  
Puyallup High School, 105 7<sup>th</sup> St SW, Puyallup, WA 98371; 8am – 3pm;  
No Adm. Fee; Reg. Fee - \$15; Viking Motorsports; 253-841-8711;  
[vikingmotorsports@live.com](mailto:vikingmotorsports@live.com); [puyalluphighautoclub@facebook.com](https://www.facebook.com/puyalluphighautoclub)
- MAY 16-17**   **Monroe, WA; 42<sup>nd</sup> Annual Seattle Auto Swap Meet**  
Evergreen State Fairgrounds, 14405 179<sup>th</sup> Ave SE, Monroe, WA 98272;  
8am – 5pm; 9am – 2pm; No Adm. Fee; Reg. Fee - \$40; Early Ford V8  
Club-Puget Sound Group #18; 206-201-9500; [www.seattleautoswapmeet.com](http://www.seattleautoswapmeet.com)
- MAY 17**      **Issaquah, WA; Sunset Highway Cruiser Spring Opener**  
Triple XXX Root Beer Drive-In, 98 NE Gilman Blvd, Issaquah, WA 98027;  
8am – 4pm; No Adm. Fee; No Reg. Fee; Sunset HiWay Cruisers;  
425-766-3514; [dozer-ma@msn.com](mailto:dozer-ma@msn.com); [www.sunsethiwaycruisers.com](http://www.sunsethiwaycruisers.com)
- MAY 24-25**   **Everett, WA; 16<sup>th</sup> Annual Cruzin to Colby**  
Colby Avenue, Downtown Everett, Everett, WA 98208; 9am – 10pm; 8am –  
4pm; No Adm. Fee; Reg. Fee - \$30; Seattle RodTiques; 425-710-7406;  
[ljlipsync@yahoo.com](mailto:ljlipsync@yahoo.com); [www.seattlerodtiques.com](http://www.seattlerodtiques.com)

## Future Oldsmobile National Meets

- 2015 July 22-26; Brookfield, WI; Brookfield Milwaukee Sheraton Hotel. Hosted by the Olds Club of America**
- 2016 July 19-23; Kingsport, TN; Meadow View Resort and Convention Center – Hosted by the Olds Club of America.**
- 2017 - Albuquerque, NM – Date to be determined**



## CLASSIFIED – For Sale/Leads & Needs

**CLASSIFIEDS:** Classified ads are free, unlimited words, within reason. **Ads will ONLY run for three consecutive months unless renewal is requested.** Please submit your classified advertisement in electronic format by the 20<sup>th</sup> of the month to [ekonsmo@msn.com](mailto:ekonsmo@msn.com).

### FOR SALE:

- **Parting '55 Olds 2 door hardtop and '98 4 door hardtop.** Excellent front fenders, bumper cores, door cores, stainless, padded dash, windshield, power steering, set of four VG Fiesta wheel covers, two and four bbl manifolds. What do you need? Don Monroe, Tacoma, Washington, 253-566-8488. (3)
- **1957 Star Fire Holiday Coupe.** Selling car and all spare parts. Call Ed Booth; 253-752-6153 53 Olds service manual for Frigidaire car conditioning. \$25.00; 58 Olds shop manual. It is green. \$ 25.00 57 Olds dealer album with paint chips. It is a 3 ring blue binder. It is missing page 1 & 2, water logged pages 50-59, 64-79. 83-92 are screwed up but there. All pages are there but stuck together. \$175.00. also have parts for 57 98 Olds. (1)
- **1962 StarFire** Conv. Red; 98,000 miles – All original - \$35,000; Call Karen – 208-667-1928 (2)
- **1963 Olds** Call Richard Arnett; 253-278-9487 (3)
- **1963 Super 88** Located near Denver, CO; See on <http://denver.craigslist.org/cto/4943094704.html>
- **1963 Cutlass Convertible;** Red with white interior; 215 V8, Automatic, PS,PB, Very good condition; Owned by Mary Lindholm; \$15,000 Contact Ed Straw 425-485-3093; [ekstraw@comcast.net](mailto:ekstraw@comcast.net) (1)
- **1964 442.** Excellent condition! \$52,900; Call Ned Peterson 425-316-3200 (2)
- **1965 Oldsmobile 98 Luxury sedan,** excellent condition, 360 HP V8, air conditioning, power windows, power seats, 85,000 miles, \$8,800 O.B.O, Contact Art Gamash at 360-683-4749.
- **1973 Olds Hardtop Parts Car** – Call Hugh Russell – 206-524-2785 (2)
- 1976 Cutlass 2 door – 350 engine, 161,000 miles. Not licensed since 2011 but started every summer. Bought the car new. Make an offer and it is yours. Carl Bacon, Longview, WA. Send an e-mail to Carl for more information [Baconc108b@outlook.com](mailto:Baconc108b@outlook.com) (1)
- **Intake Manifold** for 4 barrel 394 motor. Call Jim Long 360-893-8293 (2)

## NEEDS:

- **Need: Radiator shroud for '57, '58 or '59.** Call Erik (425) 433-6480 (2)
- **Need: Cornering light switch for '65 "98 LS"** Call Art Gamash (360) 683-4749 (2)
- **Bumper Jack;** For 1950 Olds; Call Ken at 206-930-1741 (1)
- **Need: 1958 98 Chrome Trim below the doors, wheel well to wheel well, driver's side.** Darrell Weisgerber, TN. 865-483-6334 (2)
- **Need: Power Antenna and the name of a Wonder Bar radio repair person.** Call Ed Booth; 253-752-6153 (3)
- **Gravel guard for 1949 88 Coupe;** Call Brian McAdams – Cell, 206-618-8647 (2)
- **425 Engine for Delta 88 –** Call John Woolworth ; 206-524-6142 or [woolworthart@yahoo.com](mailto:woolworthart@yahoo.com) (2)

**LEADS: '38 Olds Front fenders, a seat and some garnish moldings;** Mike Steckler; [mikepammikealex@msn.com](mailto:mikepammikealex@msn.com) (1)

**Bumper jacks;** Call Hugh Russell; 206-524-2785 (3)

**IMPORTANT NOTICE REGARDING ADS:** A number at the end of each listing indicates how many issues of the newsletter that the ad has already run. The ad will run for three months. If you have a **THREE** after your ad, you need to contact us if you wish to renew the ad for following issue.

## Lucky Auction - 2015 Spring Classic at LeMay Marymount

Check out [Preliminary Lot Listing](#) or [Consign a Car](#)

New lots are being added for the upcoming Lucky Auction. If you don't yet own a collector vehicle yet, or are looking to add another vehicle to your personal collection, you will definitely want to be here at Marymount on May 30-31 for the next Lucky Collector Car Auction Spring Classic!

### Auction Start Times:

**May 30 - Saturday all day - starts 10:30am**

**May 31 - Sunday all day - starts 10:30am**

The auction will start on Saturday for a full day of auction action. This will be followed by a full day on Sunday of auction vehicles - about 80-100 cars expected to cross the auction block each day. You can register as a bidder when you arrive, or you can even use Proxibid and bid from home - it's easy! Check out the [preliminary lot listing](#) (more lots will be added soon!), and it's not too late to [consign a vehicle](#).

## Parting shot...



**It takes a village to fix a Chevrolet!**